



Transportation

Vision

and

Strategic PLAN
In Detail
Improvement



Cabot, Arkansas North Lonoke County
June 4, 2018

Plan completed first quarter of 2014

TRANSPORTATION VISION AND IMPROVEMENT PLAN

References to the 2016 – 2020 STIP are continued in the 2019 -2022 STIP

CABOT, ARKANSAS

BACKGROUND

Work began in late 2012 in earnest and completed in early 2014 for a Transportation Vision and Improvement Plan and a major update to the Master Street Plan. The adoption by resolution No. 14 of 2014 of the City Council of the revised Master Street Plan in 2014 that was originally approved in April 2007 is a guide to provide plans for new streets and provide standards for developer and city improvements to existing streets over time. Since the Master Street Plan does not stipulate specific plans or obligate funding for improvements, it is important for the city to have more specific transportation improvement plans for the near, intermediate and long-term future.

The City of Cabot has dramatically grown over the last several decades without a state-of-the-art strategic planning process for transportation standards and improvements. The process is changing from a reactive to a proactive mode. The City is divided by major east / west traffic flow inhibitors, a dual and busy north / south railroad as well as an access-controlled highway which currently is limited to only two crossings from the fast-developing western part of the city to downtown and the eastern part of the city.

Main Street Railroad Crossing Downtown



Fortunately, there exists at the north and south end of the city railroad overpasses, one four and one two lane. Strategic planning at the time should have considered constructing a four-lane overpass versus a two lane on the south end. There are four remaining at grade crossings, primarily in the immediate downtown area that supports east / west and destination traffic. Destination traffic is traffic destined for a specific location in the downtown and west Main Street areas for business and shopping while another segment of east / west traffic is through traffic primarily from the US 67 / 167 corridor to local residential streets on the east side of the City. The existing major east / west arterials in many cases are inhibited from widening by expensive easement procurement and utility relocations. A fifth at grade crossing, Polk Street, was closed, in the interest of public health and safety after the north railroad overpass on SH 38 was opened to traffic.

The evolution of congregated public-school construction and development in the central area of the City further complicates traffic flow and management during peak periods of school opening and closing in addition to many total blockages of east / west traffic flow by a number of trains daily. The likelihood of additional at grade crossings is extremely low to none. Additional over or under pass railroad crossings is extremely low or none also. Future development of public school facilities should consider areas outside the downtown area, yet amenable to the loop and arterials that would facilitate growing traffic workload. It must also be noted that school traffic in the downtown area is confined to short periods in the morning and afternoons, which makes it harder to justify extended peak period improvements.

All the major principal arterials in Cabot are State Highways. The Arkansas Highway and Transportation Department (ArDOT) is responsible for maintenance and capacity improvements. However, the State of Arkansas is in the top tier of mileage, (12th in the nation), of state highways the ArDOT should maintain and in the lower tier, (40th in the nation), of federal and state funding to support maintenance and improvements. The ArDOT has more highway miles to maintain than the states of California, Illinois, or New York. On the revenue side, those three states have at least four times more revenue annually per mile for maintenance and improvements than Arkansas. Therefore, local municipalities who are willing to partner in funding for transportation improvements are more likely to achieve higher priorities with the ArDOT Commission. This fact emanated from our partnership planning, design, and funding for the North Cabot Interchange, which had been talked about for well over a decade until the City was able, through sales and use tax refunding, to commit nine and half million dollars plus another \$680,000 for an additional on ramp to the over twenty-five-million-dollar project. The project contract has been awarded by the ArDOT 12/07/2016 and construction projected for completion within two years or early in 2019.

Since a good part of Cabot residents work, seek specialized medical care, and shop in the Central Arkansas area; high speed roadway connectivity is very important. Although Cabot has two major roadway connections to the Central Arkansas area, (SH 89 South to I 40 and US 67 / 167), the Jacksonville US 67 / 167 alternative is fast becoming inadequate in both capacity and road surface. Thanks to the voters of Arkansas who approved a one-half cent sales tax increase in 2012, the six-lane facility will continue through Jacksonville to Cabot, Exit 16, with intermediate roadway condition improvements on the existing four lanes, which have been completed. Ultimately the six lanes will extend from Exit 16 to the North Cabot Interchange with significant redesign improvements to both Exits 16 and 19. Cabot will partner with the ArDOT to plan, design, and potentially fund these improvements. Cabot fully supports the development of a new Exit at Coffelt Crossing, which will significantly develop both commercially and residentially benefiting both Cabot and Jacksonville. This will provide a new connectivity to the Little Rock Air Force Base, and potentially be the catalyst for a state-of-the-art skilled medical facility at this location as well as major principal arterial development west to SH 107 and SH 89 to I 40. This is now being evaluated by Metroplan and the ArDOT and referred to as the Highway 89 Coalition.

Both Cabot and the ArDOT are in consensus of planning for a central interchange between Exits 16 and 19 long term. This could facilitate the development of property immediately east of US 67 / 167 and the triangle west bordered by US 67 / 167, SH's 5 & 89; although, not critical due

to the limitation of available property, the costly inability to expand Richie Road to arterial standards, and the fact that another at grade railroad crossing in Cabot will not happen.

US 67 / 167 through Cabot to the Missouri State line has been targeted for a potential Interstate Route, in fact, I 30, and now officially designated as I 57. This would more than likely increase the traffic count and visibility for Cabot as well as making it more attractive to larger restaurant and travel center chains and other businesses. Particularly, if the route were either Interstate or high speed four lane-controlled access to St. Louis.

Transportation improvement planning can be a long process from establishing plans to the reality of vehicular traffic on constructed pavement. Therefore, it is important to begin transportation improvement planning with adequate lead times. Accepted rule of thumb for lane capacity planning is that when a two-lane facility in an urban area reaches twelve to thirteen thousand vehicles per day, the planning process should begin for plans, design, and funding for any given project to be complete within a projected time frame that that traffic workload would increase by fifty percent, which will vary by specific roadway and factors driving traffic growth.

The Statewide Transportation Improvement Program (STIP) is in cycles. The current STIP cycle is Fiscal Year (FY) 2016 to 2020. The fiscal year for these programs runs from October to September in the following year. Cabot has formally communicated with Metroplan, the designated Metropolitan Planning Organization responsible for the transportation planning process in central Arkansas under federal law, its' Vision and Transportation Plan traffic improvement action plans both short and long term desired to be included in the STIP. Metroplan and the ArDOT then work jointly in a process for the final approval of the Metroplan Transportation Improvement Program and the ultimate STIP for a given period. Reference City Council Resolution No. 15 of 2014 regarding requests for the 2016 – 2020 STIP which includes:

- The North Cabot Interchange – **Included in the STIP 2016- 2020 let year (bid and award) 2017**
- The widening of SH 321 from Exit 16 east to SH 89 from two to four lanes with a turn lane **-Included in the STIP 2016 -2020 to Diederich Lane let year 2020, have asked the ArDOT to accelerate due to new sports and aquatic complex with roundabouts or signals at the complexes and Lakewood Drive** and stop at SH 89 with the city providing a left turn lane eastbound at Diederich Lane
- US 67 /167 from Jacksonville to Exit 16 at a minimum and ultimately the North Cabot Interchange be widened from four to six lanes with intermediate remedial pavement improvements, which have been completed - **Jacksonville to exit 16 in progress 2017**
- Major renovations to both Exits 16 and 19 **-Included in the STIP 2016 -2020 let year 2020 for both**, includes full walkability and lighting across both overpasses with a SPUI design, Single Point Urban Interchange.
- SH 5 widening from two to four lanes and a turn lane from SH 89 north to a least Magness Creek entrance and Elementary School - **Not included in the STIP 2016 -2020**, but has been added to the statewide four lane improvement program by the ArDOT
- **SH 89 System Preservation through Cabot not included in the STIP 2016 – 2020, although a segment of SH 89 in the southeastern part of the city has an overlay project with a let date of 2017**

- **SH 367 System Preservation through Cabot included in the STIP 2016 -2020 let year 2017**
- **Let year is the projected fiscal year the contract will be awarded for construction**

This process includes the option for amendments along the way. Cabot will submit action plans to Metroplan and the ArDOT by Resolution from the City Council for any given projects.

Major funding for ArDOT capacity improvements come from the Federal Highway Trust Fund and is generally applied to the State Transportation Improvement Plans as recommended by the ArDOT and Metroplan. The ArDOT does fund capacity improvements within their revenue base, which is also stretched. The city of Cabot cannot, with the current revenue base, support state highway maintenance and capacity improvements.

All traffic improvement activity will consider walkability and bike ability included in Walkable Cabot 2017 initially prepared in 2007 updated as needed by Metroplan in concert with the city.

Within this document, near term is reference to be the immediate five-year period, mid-term is the next ten-year period and long-term is beyond.

OVERALL TRAFFIC MANAGEMENT LOOPING CONCEPT FOR CABOT

Given the background information, the most practical approach to traffic management improvements in the City is a looping concept whereby traffic can use more effective arterials to access within or toward the inner part of the city from any geographic direction coming into the city. The designated looping corridors are:

- **North**, From SH 5 Greystone Boulevard east to Omni Farms Road to the new south connection to the North Cabot Interchange, on the Master Street Plan, and then SH 38 east to Dogwood Lane, also longer term the new connection shown on the Master Street Plan from Magness Creek North would also connect to the new south connection to the North Cabot Interchange
- **South**, SH 321 from Exit 16 to Dogwood Lane
- **East**, Dogwood Lane from SH 38 to SH 321
- **West**, SH 5 and US 67 / 167 both north and south

Within the city, round trip vehicle origin and destinations are an important consideration in the reduction of traffic on Main Street from Exit 19 to and from downtown, and includes:

- School traffic twice a day from the downtown school complexes (high school, freshman academy, and junior high) to and from the fastest growing part of the city, the Greystone and Magness Creek areas, and the undeveloped area between those areas and downtown
- Shopping traffic from the northeast segment of the city and eastern north Leno County to and from the major retail shopping complexes including Walmart on the west side of US 67 / 167

- Commuting traffic from both the north and south on US 67 / 167 with destinations in the northeastern segment of the city, the eastern North Leno County area, and the growing area between downtown Greystone and Magness Creek



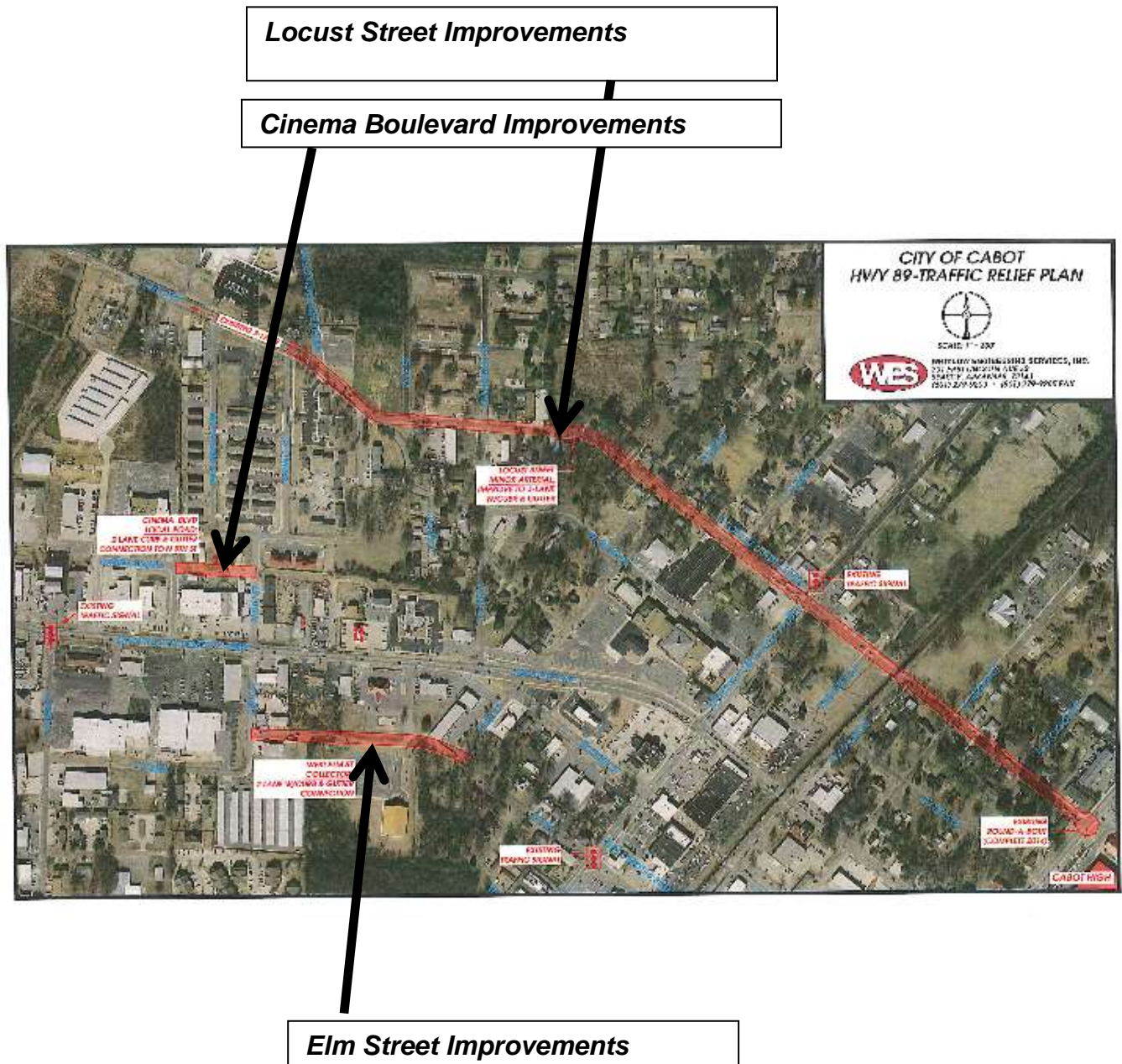
The looping concept includes traffic rerouting options in the plan including Locust Street, Elm Street, and Cinema Boulevard in the downtown area.

Strategic planning must strive for the reduction of traffic workload on Main Street from Exit 19 through the downtown area including the Exit 19 overpass. This includes:

- The North Cabot Interchange and connectivity to the SH 38 railroad overpass.
- Improvements to Locust Street including three lanes from Olive to SH 367.
- Ultimate potential widening and improvements of Main Street from SH 367 to Lincoln Street.
- The completion of construction and improvements to Elm Street from 10th Street to Lincoln with only one traffic signal and no stop signs to facilitate east west ingress and egress.
- Completion of Cinema Boulevard from 8th to 9th Streets.
- With arterial improvements to both Locust and Elm Streets traffic flow improvements could potentially be improved by consideration of one way east and west for the two arterials.

These plans will reduce the traffic workload on Main Street. It must be recognized that Main Street will be a major destination street for a long period of time.

These plans are a sub plan entitled the Hwy 89 Main Street Traffic Relief Plan as show on the next page.



The south part of the loop or bypass has been in place for some time as SH 321, although two lanes. Historically, at the time it was planned and built, many people thought and proclaimed the bypass was not needed and a waste of taxpayer money. Realistically it was a sound and

solid planning decision and currently planning and ultimate construction needs to begin for a four lane from Exit 16 to SH 89 since the traffic volume is exceeding 21,000 vehicles per day.

The west loop or SH 5 is currently four lanes from Exit 16 to SH 89. This was a wise planning decision. SH 5 from SH 89 north to Magness Creek is currently being planned for expansion to four lanes by the ArDOT and Cabot will fully support to design, plan, and fund with federal and state dollars.

The major component of the north loop is SH 38 as exists from SH 367 east to Dogwood Lane. The four-lane railroad overpass was a very wise strategic planning decision. The four lane SH 38 connectivity to the North Cabot Interchange within the next two years or so will complete another major part of this roadway loop to the east. The west portion will be Greystone Boulevard from SH 5 east and connect directly to Omni Farms Road and then go south with a new connection shown on the Master Street Plan to the North Cabot Interchange. Longer term the new connection east from Magness Creek North to an extended section north to Lewisberg Road will also funnel traffic from that subdivision to the North Cabot Interchange. The connectivity to the west and ultimately to Mountain Springs Road and Greystone will be facilitated by developers and partnerships with Lonoke County. The north loop will facilitate both residential and commercial growth in the portions that are inside the city limits of Austin, Arkansas.

Likewise, the Dogwood Lane corridor as an east part of the looping concept will be a longer-term partnership with Lonoke County and supported by development. Both the city and county will promote this facility longer term as a state highway. This area for the most part is outside the Cabot WaterWorks service area, which could possibly inhibit major development.

Additional longer-term transportation improvement initiatives are included and shown on the Master Street Plan; a Central Interchange that will disburse traffic both east and west before Exit 19. The Master Street Plan can, of course, be amended to then current strategy and changes in local direction and conditions. The city fully supports an interchange at Coffelt Crossing which will spurn community and economic development between Jacksonville and Cabot. This will facilitate a new connection to the Little Rock Air Force Base easing traffic workload at the current Base Interchange, and a new east west major principal arterial connectivity along SH 89 west to I 40, whereby north Lonoke County residents can have better and faster access to the I 630 corridor in Little Rock. This is currently known as the Highway 89 Coalition.

EAST WEST ARTERIALS

The limited arterials east and west, particularly the **Main Street “traffic tunnel”** present a challenge for strategic planning. SH 89 from Lincoln to 4th Street is already four lanes with no turn lane westbound to SH 367 south, which is more than likely cost prohibitive to retrofit with a turn lane. From 4th street to Exit 19 there will be space curb to curb after StreetScape for four lanes with no turn lane with some modifications; and, utility relocation, water and wastewater, data cables and fiber will be a serious prohibiting factor to construct four lanes with a turn lane as well as the fact that this street will remain a high destination street for a long period of time, which seriously affects the flow of traffic due to ingress and egress and traffic for retail and other

businesses. Expanding the easement on both sides another twenty feet for four lanes with a turn lane will be most difficult regarding available space and cost of procurement and relocation of private signage.

The conceptual estimate prepared in 2014 to construct Main Street to four lanes with a turn lane from 2nd Street to Exit 16 is approximately \$15,280,169. From Grant to 2nd Streets would be impossible without purchasing very expensive buildings, at approximately \$5,800,000; and, from Lincoln to 1st Street would conceptually be an additional \$2,419,495 for street improvements. \$8,200,000 is projected for relocation of utilities, private signage, and additional easements. A railroad overpass is projected at \$15,000,000. The railroad is another major inhibitive to the widening of the Main Street corridor. It is one of the busiest intermodal dual railroad tracks in the country stopping traffic many times a day. Additionally, traffic management rule of thumb indicates that changing a roadway in a high destination area from two lanes with a turn lane to four lanes without a turn lane is basically unproductive with associated safety issues with both left and right turns from traffic lanes. The total projected cost of \$46,699,664 at a minimum weighed to the \$10,180,000 city investment for the North Cabot Interchange indicates it is prudent to proceed with the North Cabot Interchange with an approximate \$15,320,000 match by the ArDOT as a priority due to the looping concept and potential economic development of the area and support of residential growth in the northwest segment of the city.

These improvements would cause relocation, disruption to, and potential closure of other businesses in the corridor from Grant to 4th Street due to the lack of access and visibility from the raised overpass over the railroad tracks. Our neighboring city to the south, Jacksonville, is evidence of the very negative effect an overpass can have in a downtown area. Additionally, the extra footage required for easements would take away as much as 50% or more in some cases of critical customer parking area for businesses along the corridor. The requirement to relocate signage back away from the new easement widths could also restrict the ability to advertise and further restrict customer parking.

With the new library in operation and expected redevelopment along the corridor, additional destination traffic will be added over the next decade. Considering the reduction of traffic workload by the North Cabot Interchange, Locust and Elm Streets and the completion of Cinema Boulevard from 8th to 9th Streets, it is projected that the traffic workload on this section could be reduced by thirty-five to forty percent of the current level. The Metroplan model and projection is actually 38% and the city projection is 35% based on the propensity of more desirable round trip origin to destination of current traffic workload using better routes than Main Street. Additionally, as the Pine Street, SH 321, SH 5, and SH 367 north corridors develop retail; this will further ease the destination traffic workload on Main Street. This reduced workload makes it amendable longer term. Plans could ultimately in the longer term should be evaluated for four lanes for this section of SH 89; although, more than likely will remain two wide traffic lanes and a turn lane, due to the traffic safety issues with left turns across oncoming lanes. An independent traffic engineering assessment will need to be done and would require ArDOT and Metroplan approval, which may be difficult. SH 89 from Exit 19 west to SH 5 within the next five years will need evaluation of consideration from a two to a four-lane facility. Stricter access to Main Street and potential closing of existing access will need to be considered with any redevelopment. The capacity and roadway are adequate for the near term.

Main Street west from downtown to Exit 19 being high density retail with associated destination traffic and being immediately adjacent to high density multi residential units also warrants the need for sidewalks on both sides as well as adequate crosswalks, particularly at 10th Street. This has and will be addressed by StreetScape.

MAIN STREET DOWNTOWN LONG-TERM STRATEGY

Main Street from Lincoln to Exit 16 will primarily be a destination street with a high level of ingress and egress for retail and public entities. The current two-lane facility with a turn lane could ultimately be retrofitted to a four-lane facility without a turn lane after the current StreetScape project is completed with conditions stated in the previous section. However, it could only be a four lane with no turn lane without expansion of right of way. With that in mind, the following considerations are prevalent:

- The total conceptual cost estimate in 2014 to reconstruct Main Street to four lanes with a turn lane is approximately \$46,699,664 with minimal Federal and state funding available and far stretches beyond the city's standalone ability to finance at this juncture. Additionally, inflation will potentially add to this cost annually. The ArDOT is dealing with the reduction of gas and diesel fuel consumption taxes for roadway use and the shrinking federal funds from the Federal Highway Trust Fund for infrastructure projects thereby essentially limiting the ArDOT to operations and maintenance on existing facilities with very little available for capacity improvements and new construction.
- The projected conceptual cost would increase substantially if the railroad and highway department would require the overpass to extend over SH 367 (2nd Street) and close more north south local streets in the process.
- Buildings along the way would either must be purchased in entirety or partially reconstruction to expand the right of way. Others might then be too close to the street affecting available parking and restricting customer traffic and visibility.
- The dual intermodal railroad track is one of the busiest in the nation and would require an expensive overpass estimated at a cost of \$15,000,000 at a minimum and be detrimental and disruptive to business in downtown area from Grant to 4th Streets.
- The corridor would require expansive and very expensive relocation of all utilities; water, wastewater, telephone, cable, data, massive fiber optic ducts and facilities, some fiber serving the Little Rock Air Force Base, and relocating private signs along the entire corridor, if; in fact, there would be room enough between the expanded lanes and parking that is left to relocate the signs.
- Of even more importance and complexity, there is a potential estimated loss of 123 parking spaces to 22 small businesses and 8 of those small businesses could go out of business due to loss of substantial parking and access from the lanes to parking lots.
- The completion of the North Cabot Interchange and looping concept around Cabot plus the improvement to other existing and new east west arterials is projected to reduce the traffic workload on Main Street conceptually as much as 35 to 40%.
- Traffic management rule of thumb indicates that changing a roadway in a high destination area from two lanes with a turn lane to four lanes without a turn lane is basically unproductive and presents safety issues with left and right turns from traffic lanes.

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- **Streetscape** will continue in support of Community Development which requires a pristine landscape and setting for the main gateway into the city plus the need of walkability for citizens and visitors.



NORTH SOUTH ARTERIALS

SH 89 or Pine Street from the High School at Lincoln to SH 321 is a major north / south arterial and also a fast-developing destination street. It is currently two lanes with a continuous turn lane. Continuing commercial development will afford opportunity for developer funded half street improvements ultimately facilitating improving traffic flow. Planning for design of and implementation of four lanes with a turn lane should begin in earnest in the next several years.

SH 367 through downtown is currently adequate regarding traffic flow, although with completion of the North Cabot Interchange, the section from SH 38 to downtown will need evaluation for four lanes. In order to expedite the construction of SH 321 from two to four lanes, the City will propose to ArDOT the assumption of maintenance on SH 367 from Exit 16 to SH 38. If effectuated, the long-term cost would be minimal due to the system preservation completed in 2017 and bridge inspections that indicate long term stability. Ultimately from Main street north to SH 38 system capacity improvements would have to be considered and could be funded by sales and use tax refunding and bond improvements.

Kerr Station Road from SH 321 to downtown will ultimately in the next five to ten years be evaluated for expansion of lanes and improved surface. This improvement could also reduce workload on Main Street as an improved facility would encourage more traffic to utilize Exit 16 versus Exit 19.

INTERSECTIONS NEEDING WARRANT STUDIES FOR TRAFFIC SIGNALS OR ROUNDABOUTS

- Main Street and SH 89, Not warranted by ArDOT 10/15/2012, Requested again 04/14/2016, not warranted
- SH 321 and Funtastic Drive, not warranted by ArDOT 05/24/2012, will be part of widening and could be signalized or a roundabout

- SH 321 and Lakewood Drive, not warranted by ArDOT 04/25/2013 and 03/10/2015, will be part of widening and could be signalized or a roundabout
- SH 321 and Marlou Drive, Not Warranted by ArDOT 10/15/2012, could be part of widening
- SH 89 and Douglas Road, Not Warranted by ArDOT 08/19/2013, request again 2018 / 2019

STATE HIGHWAY PRESERVATION (OVERLAYS)

- SH 89 from Locust Street west over Exit 19 to Rockwood, will be part of renovation to interchange 2016 – 2020 STIP
- SH 367 from the Lonoke County Line north through town to Austin City Limits, included on the 2016 -2020 STIP with bid letting in 2017
- SH 89 from City Limits north to SH 321, not currently included on the 2016 – 2020 STIP

TURN LANES NEEDED

- SH 89 right turn lane to SH 321 west, will be part of widening on 2016 -2020 STIP
- SH 5 Left and west to Spring Valley Road, will be part of eventual widening of SH 5, included on the four-lane long term ArDOT program
- SH 89 right turn lane from Plaza Boulevard is planned (Late 2017 to early 2018)

MEDIAN CUTS NEEDED

- SH 5 at ARcare and Bruno's PowerSports, Request in 2015 and 2016 to ArDOT, denied by the ArDOT on July 28, 2017

PEDESTRIAN SIGNALS AND CROSSWALKS NEEDED

Main and 10th Streets, SH 89, funding available and part of Streetscape from 9th to 10th Streets construction in 2017

Main and Ryeland Drive, permit requested from ArDOT, no response yet

DETAILED TRAFFIC IMPROVEMENT ACTION PLANS

- **Priorities will be dictated by year for the City budget and STIP and funding by the Federal Highway Trust Fund / refer to the summary for projected project completion dates**
- **StreetScape Main Street**
Phase I: 4th to 9th Streets is complete. Phase IA 1st to 2nd Streets is complete. Phase II: 9th to 10th Streets designed and grant funding obtained projected time frame 2018, pedestrian crosswalks and signalization part of construction for 10th and Main. Phase III from 2nd to 4th Streets dependent on grant funding and not a higher priority. Phase IV: planned for 2017 and beyond with potential funding by the Transportation Alternative Program (TAP) through MetroPlan and other grant funding resources.

- **North Cabot Interchange**

Funded by City and committed to funding by ArDOT, bid letting by the ArDOT on December 07, 2016, construction around two years with projected completion late 2018 to early 2019, and contract awarded at \$25,525,894 with 610 days plus weather days to complete.



- **Central Cabot Interchange**

Plan long term for a central interchange in Cabot between Exits 16 and 19. Would connect to Richie Road to the east toward downtown and future connections to the west of developable property west to SH 5. Also, would connect to the northeast and southwest frontage road along current west side of US 67 / 167. Ultimately would connect to a new frontage road on the east side of US 67 / 167 shown on the Master Street Plan that would connect to Exit 19 to the north (Home Depot) and to Second Street to the south. Local community and economic development activities could change the strategy and direction for long term use of adjacent properties as well as the interchange itself. Due to a high-tech development on the adjacent property specifically a solar farm to produce electrical energy with benefit to the city, this interchange was removed from the Master Street Plan in May 2018.



- **Adaptive Traffic Signal Management or “Intelligent Transportation Management Systems”**

The implementation of real time “adaptive” traffic signal management and continued tuning whereby automated and state-of-the-art systems, detection, and technology keep traffic moving on major arterials but allowing reasonable ingress and egress to collectors and businesses is critical. Phase I is complete. Phase II is targeted for 2018 / 2019 and beyond with grants that have been obtained which will accelerate implementation.

- **Exit 16 SH 5 and SH 321 Ramp and Intersection Improvements**

Given the four to six lane projected improvements from Jacksonville to Exit 16 in Cabot targeted to be complete by late 2017, serious consideration should be given beginning now for ramp and intersection improvements at Exit 16. Consideration should be given to relocating or adding an additional off ramp at or near the county line to SH 367 with a free flow fly over SH 367 northbound route to First Street and then a free flow right turn and merge lane at First Street and SH 321 eastbound. Further consideration should be given to an off-ramp north of the interchange for eastbound traffic to 2nd Street with a roundabout or signal at 2nd Street.



- **Exit 19 SH 89 Ramp and Intersection Improvements including Rockwood**

Major traffic flow improvements to Exit 19 to eliminate left turns and cross traffic, improved flow and connections to Willie Ray Drive and Rockwood north and south.



- **City and School District Partnerships**

Continued partnerships with the Cabot School District including the completion of two roundabouts in the summer of 2014 at Lincoln Street and Spirit Drive and another at Lincoln and Locust Streets will minimize dead vehicle movement time for thousands of vehicles per day and significantly improved traffic flow and travel times on Lincoln Street. Additionally, the City and district will continually evaluate partnership alternatives to stack school traffic off road on school and City property that minimizes blockages and improves traffic flow on City streets. A near term consideration in the next several years is off Panther Trail stacking lanes on school property or public easement for Cabot Middle School South. The city and district must work intently together regarding future locations of school facilities in the school district geographic area.

- **Short Term Projects with Minimal Investment**

Continued evaluation of short term and inexpensive projects for left and right turn lanes, signalization allowing restricted left turns, and other improvements that will improve specific location traffic flow will continue. A right turn lane from Locust Street to SH 89 west at Exit 19 was targeted for 2014 and a left turn lane westbound on SH 321 at Lakewood Drive, both projects now complete.

- **Overlays and Street Renovation**

Implementation of city street overlays and street repair and enhancements city wide over the next decade will have a positive impact on ease of travel locally and improve traffic flow. Annual project targets will be on the city website under "Major Projects. The city has and maintains an inventory of existing streets and conditions which based on severity of roadway conditions and traffic workload will formulate the annual priority of overlays and repairs. Maintenance includes center striping, stop lines, and pedestrian cross walks.

More funding will be included in forthcoming annual budgets for street maintenance and longer term will be a part of sales and use tax refunding and improvement bonds.

For more specific information refer to the “Strategic Planning Infrastructure and Community Development” Report.

- **Partnerships with Lonoke County and the ArDOT**

Continued partnerships with Lonoke County to improve existing roadways and new connectivity to support the looping concept and other traffic improvement opportunities such as the Dogwood Lane corridor including a new connectivity to SH 89 from Mt Tabor Road south of Dogwood via connection to SH 89 by extension east of Oglesby Road, the Rockwood frontage corridor on the west side of US 67 / 167, and a connection from the North Cabot Interchange connecting to the east side of Greystone will be pursued with a Tiger Grant, applications will continue as they are available. A Tiger Grant in 2016 was not awarded although considered. The city and Lonoke County will work together in partnership and funding to be better prepared to apply for a Tiger Grant in 2018 and or subsequent years. The City of Austin did not support this grant. Longer term this project is projected to extend to Lewisburg Road to the north. A partnership with Lonoke County for overlaying Pickthorne from Kerr Station to SH 89 is complete as well as a partnership on overlaying Camp Ground Road from the city limits to SH 89, also complete. There also is the possibility of working with the ArDOT for them to include overlaying existing principal arterials and including major looping arterials in the state highway system that are not currently in their system.

Strategic planning will continue regarding an alternate back connection from the Sports and Aquatic Complex to Kerr Station Road and improvements to Rockwood Road from SH 89 to SH 5.

- **Roundabouts**

Given the proven success of traffic flow improvement with the use of roundabouts in the city, serious consideration will be given to this technology for future use such as the entrance to the new Cabot Sports and Aquatic Complex off SH 321 as well as Lakewood Drive and other high traffic volume locations.



- **Right and Left Turn Lanes**

Right and left turn lanes will be considered and planned at major intersections where a directional flow is inhibited due to traffic flow being blocked by motorists waiting on a right

or left turn and a potential health and safety condition exists from rear end collisions. Currently, SH 89 south right turn to SH 321 west and Main Street east to Dakota south, and Plaza Boulevard right turn to SH 89 is on the list for consideration and planning.

- **SH 321 Two to Four Lanes**

Work began in 2014 with the ArDOT for plans, design, and funding to expand SH 321 from Exit 16 to SH 89 from two to four lanes as soon as possible. This project will include a right turn and merge lane from SH 89 south to SH 321 west.

- **State Highway Overlay Improvements**

The city has requested the ArDOT to overlay:

- SH 89 Exit 19, Rockwood to Locust, the current six and four lane
- SH 367 from Main Street to SH 38 except where completed
- SH 321 from Exit 16 to SH 89, segments needed
- SH 367 from the Lonoke County Line to Exit 16

- **Alternate Connectivity Downtown to School Complexes**

Plan for the design and construction of an alternate new connectivity from the Freshman and Junior High North facilities to the downtown area which would traverse across currently owned city property from Polk to Jackson Streets will be developed. This would be west of the new Community Center Event and Exercise Facility.

- **New Road Connectivity from Polk Street to SH 38 Via Easement behind the Freshman Academy and Junior High North**

Planning for this roadway should begin in 2017 / 2018 in partnership with the Cabot School District.

- **New Road Connectivity from Polk Street to Downtown via Grant Street**

This will be considered and potentially be a part of the new Event Center Construction through the parking lot and could be completed in 2018.

- **Cinema Boulevard**

Complete Cinema Boulevard from 8th to 9th Streets in 2019 subject to grant and city funding.

- **Locust Street Improvements**

Apply for federal and other grant funding for improvements to Locust Street as discussed in this Traffic Improvement Plan. It has been established in 2015 that Federal Tiger Grant funding is not eligible for this project and this will make it difficult for the city to engage

funding for this project with routine revenue. A bond issue may be considered in the future or partnering with other public entities.

- **Elm Street Improvements**

Apply for an ArDOT State Aid Design Grant in 2016 for the Elm Street improvement project as discussed in this Traffic Improvement Plan. Grant award is obtained and design is currently in process toward bidding.

- **Add Lanes to Main Street**

Evaluate upon completion of StreetScape phases upgrading SH 89, Main Street downtown, from two lanes with a turn lane to four lanes with no turn lane or at least traffic flow improvements on the current lane setting. A prerequisite traffic engineering study regarding the warranty of such by the city and third-party traffic engineer will be undertaken at that time. Approval will have to be sought from the ArDOT and Metroplan. This roadway will be for the long term a major destination street for downtown Cabot. This is not conducive to a major east west major arterial. Redevelopment should focus on access management as well as rerouting of traffic workload to alternates including the North Cabot Interchange, Locust Street, Elm Street, and Cinema Boulevard.

- **SH 89 South Pine Street Four Lanes**

Begin working with the ArDOT for plans, design, and funding to expand SH 89, (Pine Street), from Lincoln to SH 321 from two to four lanes with a turn lane.

- **US 67 / 167 Six Lanes from Exit 16 to the North Cabot Interchange with Exit 19 ramp modifications**

Begin working with the ArDOT for plans, design, and funding for potential six lanes from Exit 16 to the North Cabot Interchange with ramp modifications to Exit 19...

- **SH 5 Four Lanes from SH 89 to Magness Creek**

Begin working with the ArDOT for plans, design, and funding to expand SH 5 from SH 89 to Magness Creek from two to four lanes. This is currently on the Arkansas Highway and Transportation four lane grid plan with potential state funding.

- **SH 89 Four Lanes from Exit 19 to SH 5**

Begin working with the ArDOT for plans, design, and funding to expand SH 89 from Exit 19 to SH 5 from two to four lanes with a turn lane by.

- **SH 367 Four Lanes from Main Street to SH 38**

- Begin working with the ArDOT for plans, design, and funding to expand SH 367 from Main Street to SH 38 from two to four lanes with a turn lane by 2019 / 2020. In the interim, turn lanes could be provided by half street improvements.

- **Kerr Station Widening**

Begin planning in 2020 the widening of Kerr Station Road from downtown to SH 321.

- **US 67 / 167 Interstate level corridor to St. Louis**

Work the TEX-21 Transportation Excellence for the 21st Century and federal legislators supporting and advocating the I 30 Corridor through the States of Texas and Arkansas. Additionally, explore expanding or creating another group or subgroup on the US 67 / 167 corridor from Little Rock to the Missouri State Line for the same purpose of promoting and advocating an interstate quality route in Arkansas to St. Louis. This could conceptually be called ARK-21. Congress has now passed funding legislation for the "Future Interstate 57".

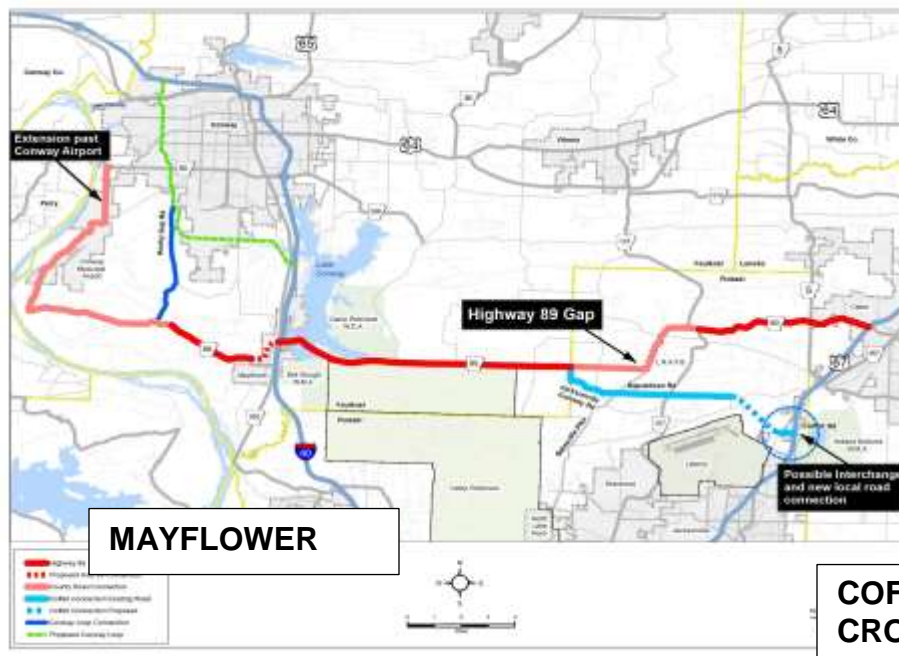
- **Highway 89 Coalition Longer Term**

The North Belt Freeway project after long term planning and becoming virtually impossible to fund due to excessive costs is off the Metroplan table. This project would have given north Lonoke County residents a quicker access to west Little Rock for work, medical needs, and shopping. The need for such access still exists; therefore, emanating out of Metroplan members in North Lonoke and Pulaski Counties as well as Faulkner County is a concept to use SH 89 west from Cabot and/or Coffelt Crossing to connect to I 40 potentially addressing this need. An interchange at Coffelt Crossing is in discussion planning with the ArDOT, with preliminary concept on record. Preliminary discussions and an organizational meeting have occurred with the Mayor of both Jacksonville and Mayflower and encouraged by Congressman French Hill. This group has asked the ArDOT to formally study the possibility with signatories of local mayors, county judges, and elected officials. The effort has been supported by Metroplan with a request to the ArDOT, subject to funding, for a study. Potential benefits in addition to quicker access to west Little Rock could include, but not limited to; better access for North Lonoke County motorists to the Little Rock Air Force Base, north Pulaski motorists to have access to US 67 / 167 and avoid the congested Vandenburg Interchange in north Jacksonville to access the Base and be a catalyst for both commercial and residential growth in the area between Cabot and Jacksonville.

Metroplan and the ArDOT are sharing funding costs for a feasibility study to be completed by GarverUSA.

We will also look again long term at the possibility while avoiding wildlife refuge and wetland issues of a more direct east connection from US 67 / 167 or associated east frontage road to connect to SH 89 to the east.

GENERAL HIGHWAY 89 COALITION PROPOSED ROUTE AND OPTIONS



PROPOSED COFFELT CROSSING INTERCHANGE



CURRENT STATUS OF THE FEDERAL HIGHWAY TRUST FUND and 2016 / 2020 STIP STATE TRANSPORTATION IMPROVEMENT PLAN

At this juncture there are major outstanding prevalent issues:

The Federal Highway Trust Fund is:

- **Virtually broke and will not be fixed short term**
- Congress is only dealing with short term financing versus a long-term plan, a minimum of five years or more while the nations highway infrastructure is literally crumbling as well as stalled capacity improvements. Concerns are now forthcoming regarding health and safety issues with the motoring public.
- The federal fuel tax has not been raised since 1993 and is not pegged to inflation.
- The tax only scratches the surface at to what is needed for highway maintenance and capacity improvements.
- Congress is not exploring innovation state-of-the-art alternatives for funding to meet the tremendous financial backlog for highway maintenance and capacity improvements.
- **The major principal arterials in the Cabot are not being adequately maintained and capacity improvements are delayed or stalled.**
- **See next page for examples around the Cabot area.**



SH 321 near South Railroad Overpass



SH 321 Near SH 89



SH 89 Exit 19

No lighting or sidewalk

Consequently, the ArDOT and Metroplan **have the TIP STIP for 2016 -2020 approved.** Governor Hutchinson has received recommendations for state financing alternatives under the flag of a Governor's task force called "The Working Group on Highway Funding". Like Congress, Arkansas needs to explore innovative and state-of-the-art alternatives for funding of state highway maintenance and capacity improvements. The ArDOT Commission is being guarded regarding bidding and funding construction projects. Results of this initiative will not be formalized or passed by the Arkansas General Assembly the regular session in 2017 at the earliest.

So, the bottom line is virtually nothing is being done to provide long term financing for capacity improvements to the major principal arterials in the City of Cabot by either Congress or the Arkansas General Assembly. Residents should continue to communicate with the following and express their concerns and ask for action:

- Senator John Boozman
- Senator Tom Cotton
- Representative Crawford
- Governor Asa Hutchinson
- Senator Williams (Position currently vacant due to resignation)
- Representative Tim Lemons
- Representative Joe Farrer

The City of Cabot has personally talked with provided pictures and data to these and provided detailed information as to current conditions and what is needed.

STREET OVERLAY PROJECTS 2014 2015 COMPLETE

PRIORITY	STREETS	FROM	TO
1	LOCUST STREET	2ND	OLIVE
2	FRANCIS STREET	HWY 89 SOUTH PINE	MEADOWLARK DRIVE
3	CONFEDERATE	CHELSEA	CUMBERLAND
4	PLEASANT STREET	LILLIE STREET	E. MAIN STREET
5	GUM STREET	HWY38/N.LINCOLN ST.	CAMPBELL DRIVE
6	CAMPBELL ST.	LINCOLN	GUM
7	"G" STREET	LINDA LANE	END
8	PICKTHORNE ROAD	KERR STATION ROAD	HWY 89/S. PINE
9	GETTYSBURG NORTH	SHENANDOAH WAY	SHENANDOAH WAY
	GETTYSBURG SOUTH	SHENANDOAH WAY	CONFEDERATE DR
10	N. 4th STREET	HWY89/W.MAIN	W. CHERRY STREET
11	SOUTH GRANT ST.	HWY89/PINE STREET	SUDA



STREET OVERLAY PROJECTS 2018

Street	From	To
MEADOWLARK DRIVE	ROBINSON STREET	ROBINSON STREET
GLENDAL DRIVE	E.MT.SPRINGS ROAD	END
RED OAK DRIVE	LINDA LANE	END (CUL)
GLENEAGLE DRIVE	GREYSTONE BLVD.	END
WAR EAGLE DRIVE	TIMBERWOOD DRIVE	ELK BEAR LANE
PINE TERRACE DR	HWY 89/S.PINE	END (CUL)
KNOLLWOOD DRIVE	GLENWOOD DRIVE	END
SPRING VALLEY RD	HWY 5 NORTH	CITY LIMITS
S. POLK STREET	HWY 38/N.LINCOLN ST	RR TRACKS
TEMPLETON DRIVE	PLAZA BLVD.	END
DINA LANE	MT. CARMEL	END

Subject to State Aid Grant Funding